GOVERNMENT OF INDIA
ENVIRONMENT AND FORESTS
LOK SABHA

UNSTARRED QUESTION NO:670
ANSWERED ON:28.11.2005
SEA LINK WITH MAINLAND
Gadakh Shri Tukaram Gangadhar;Narhire Smt. Kalpana Ramesh

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether with a view to reducing congestion on the island city of Mumbai, Government of Maharashtra had proposed a Sea link connecting Mumbai to the mainland and recommended a Sewri-Nhava Sea link;

(b) if so, the salient features of the Mumbai Trans Harbour Link project and the time when the proposal was originally mooted ;

(c) the stages of approval and clearance gone through so far and the stage at which the matter stands at present;

(d) the cost escalation so far incurred by the project and the revised cost thereof as on date;

(e) the steps taken so far towards implementation of the project and the time by which it is likely to be completed ;

(f) whether it is to be implemented under the BoT system; and

(g) if so, the terms thereof alongwith the interested parties therein ?

Answer

MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA)

(a) Yes, Sir.

(b) The Mumbai Trans Harbour Sea Link Project will be 22 km long, six lane road bridge (in phase-I) connecting Sewri in Mumbai to Nhava on mainland.The application for environmental clearance as per prescribed procedure was received in May, 2001.

(c) The Central Government has accorded environmental clearance to the project on 11th March 2005 under the Coastal Regulation Zone Notification, 1991.

(d) As reported by Maharashtra State Road Development Corporation (MSRDC) Limited, a State Government of Maharashtra Undertaking, the estimated cost escalation is 6% per annum and cost at 2004 prices is Rs.2,700 crores (base cost).

(e)&(f) MSRDC has informed that the pre-qualification bids have been invited from the prospective entrepreneur to implement this project on BOT basis and the estimated period for completion of the project is around five years from the date of award of work.

(g) MSRDC has stated that the minimum concession period offer received from the bidders would determine the terms. The interested parties who have applied for pre-qualification are (1) China Harbour Engineering Co., (2) Dywidag-SPCL- Afcons J/V, (3) IIMC Consortium, SKANSKA, (4) Infrastructure Leasing and Financial Services Limited, SKIL Infrastructure, (5) Larsen & Toubro Limited and (6) Reliance Energy, Hyundai Engineering Construction Company.